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Winnipeg

THE BULLETIN.

VOL. I.

EDMONTON, N. W. T., DECEMBER 13, 1880.

NUMBER 2.

TELEGRAPHIC.

WINNIPEG, December 4th, 1880.—Manitoba Legislature meets on December 16th, to pass an act for the extension of the boundaries of Manitoba, which will be ratified by Dominion Parliament next session.

Election for Local House to fill Captain Scott's place takes place to-day. McMillan, independent is sure of election.

Ross was defeated by Trickett on Nov. 29th.

Hanlan and Leacock will row for five hundred pounds and the championship of the world on Jan. 17th. Hanlan beat Trickett for the championship of the world on Nov. 15th.

Leacock won the International Regatta.

The "Globe" says there is unimpeachable authority for stating that the following are the items of the Syndicate bargain:—"From Nipissing to Thunder Bay, six hundred miles, \$20,000 and 30,000 acres per mile; from Red River to the Rocky Mountains, 1000 miles \$6000 and five thousand acres per mile; British Columbia section [not already under contract] four hundred miles \$16,000 and twenty thousand acres per mile. The whole land grant is to be taken from the fertile belt between Red River and the Rocky Mountains.

Several Montreal, Winnipeg, and Dundee, Scotland business men apply for a charter by letters patent as the North-West Navigation Co. to carry on forwarding business on the Assinaboine and Saskatchewan rivers and their tributaries, and on Lakes Manitoba, Winnipegosis, Winnipeg and other sheets of water.

WINNIPEG, 10.—Captain McMillan was elected for Winnipeg by 162 over both other candidates.

Ross defeated Trickett by two boat lengths in the race on December 4th.

Wm. Gillit, boot and shoemaker of Portage la Prairie is under arrest for stealing goods from Patterson and McLaughlan of that place. He acknowledged having stolen about three thousand dollars worth at different times.

Application will be made to Parliament for the incorporation of a company to construct and operate a railway from the C. P. R., west of the Assinaboine River, north-westerly to Great Slave Lake and Peace River—also from the Elbow of the South Saskatchewan to the Forks, thence north-easterly to Hudson's Bay.

Parliament was opened yesterday. The speech from the throne stated that the contract for the construction of the C. P. R. had been made with men of the highest financial standing in Europe, the

United States and Canada. The principal measures to be introduced are for the improvement of the criminal law, to place mode of procedure for naturalization of German settlers on more satisfactory footing, to extend the boundaries of Manitoba, to facilitate the winding up of Joint Stock Banks and incorporated companies, to amend Railway Act of 1874, and to provide for encouraging the Indians of the North-West to go more fully into agriculture.

Valin (Conservative) is elected for Montmorency. Sutherland (Reformer) is elected for North Oxford.

The House adjourns about the 21st until Jan. 9.

BATTLEFORD, December 11, 1880.—Mail left for the West this morning.

YESTERDAY Mr. J. A. McDougall took steps for the arrest of Harry Johnson who is supposed to have "slid out" to Montana on Saturday night, leaving a number of sorrowing creditors. Johnson was accompanied by H. Harmand who left things square behind him.

Mr. J. A. MITCHELL is busily engaged in taking a census of this and the neighboring settlements.

Mr. J. J. McHUGH, Indian Farm Instructor, moved into his new residence on the 1st inst. It is one of the most commodious farm houses in this district.

GENERAL NEWS.

Mr. Dewdney will spend the winter at Ottawa.

Iron is on the ground for the C.P.R. bridge at Rat Portage.

The immigration to Manitoba last season was about seven thousand.

A direct special mail has been established between Toronto and Winnipeg.

The Silver Islet mine on Lake Superior has a shaft down 800 feet with as good returns as ever.

A contract for taking out 250,000 ties for the Manitoba South-western railway has been let.

Construction on the first hundred miles west of the Great North-western Telegraph Line has been commenced.

A company has been formed to run a railroad from Emerson to Rapid [City, thence north-westerly to the C.P.R. line.

At Keithby Creek, British Columbia, the ground was covered with snow on July 4th, and on the 7th of September ice formed an eighth of an inch thick, killing the potato crop.

to land shares but to actual settlers, and let the Government and the settlers divide between them the profit which, under the present arrangement must go into the hands of foreign speculators. Surely Canada is not in such extremity that she needs to sell her birthright for a mess of pottage. Surely some way could be found to keep "the land for the people."

As our despatches of the 4th do not mention Hanlan's name in connection with the regatta in London, it is not probable the champion started. He was strongly advised not to run in such a race but to challenge the victor. This is what he has likely done as he has to row Laycock on the 17th January.

LOCAL.

The river is still open in places.

CAPT. HERCHMER is expected at Fort Saskatchewan shortly.

JAMES YORKE, of Fort Saskatchewan, killed a black bear lately.

MR. WM. ROWLAND, who was very sick last week, is recovering.

TELEGRAPH line commenced working again on Wednesday.

MR. J. FAVEL, pilot, Str. Lily, arrived from Victoria Wednesday.

THE case Annand vs. McLeod was adjourned indefinitely on Thursday.

H. ALBISON, of Fort Saskatchewan, shot 100 prairie chickens in one day last week.

DR. VEREY has bought Ed. McPherson's claim near Edmonton for one hundred dollars.

THE Indian Department will ship to-day to Victoria 6000 lbs. of beef for the Indians.

THE police at Fort Saskatchewan complain that they have not been paid for three months.

UNTIL last Wednesday Mr. Halfpenny was delivering his contract of hay to the H. B. Co. on wagons.

A MAN named Paquette had one of his feet badly frozen last Friday. He is in danger of losing the greater portion of it.

THE Hudson Bay Company on Saturday commenced removing the machinery from their old mill to the new one.

THREE trains of dogs arrived on Saturday, eleven days from Slave Lake. They are for the use of Mr. Hardisty on his trip north.

THE average of Norris & Carey's last herd of wild cattle was 665 lbs. dressed. This is claimed to be the heaviest beef ever slaughtered at Edmonton.

MR. A. R. CHISHOLM, who arrived here lately from Winnipeg, is trying an experiment in tanning, and if successful will start a tannery at Edmonton.

THE Montreal "Witness" of October 27th, says that skunk, bear, beaver and otter are in great demand for local use, and good lots will bring big prices.

SURVEYORS have been working all summer near Turtle Mountain, Fort Ellice and Shell River. It is high time some of them were working near Edmonton.

A POST OFFICE has been established at St. Albert Mission, Big Lake settlement, nine miles from here, Rev. Pere Le Duc, Postmaster. [?] This makes three post offices inside of thirty miles.

THE party consisting of Mrs. Col. Stewart, P. Hainmaick, H. Gutteridge and B. Bechpre, who left the Barracks on the 25th Nov., arrived at Battleford all right on the 4th of this month, and left on the 6th for Winnipeg.

QUERY.—If the purchasing of grain which was raised from seed supplied by government to the Indians is illegal, how will it be in the case of furs shot with ammunition supplied from same source. This is what is bothering some of the traders.

A CREE Indian, who arrived at Abram's, Battle River, last week from Cypress, reports that two weeks before six half-breeds and thirty Crees were killed in an engagement with the Sioux. The police did all they could to prevent bloodshed but could not. Forty lodges of half-breeds, who had pitched across the Missouri, had all their horses stolen.

ON Thursday last while moving Smith's outfit at Big Lake, the horses attached to the separator ran away seriously injuring the driver McLeod, and breaking eight spokes out of two of the truck wheels.

J. GILLE and Mose McDougal met on Thursday, when the former challenged the latter for a horse race offering ten dollars against a quarter of beef. The butcher accepted but while getting his nag ready the moss back backed out—claiming he could beat his own horse on foot.

TIMBER REGULATIONS.

THE following very satisfactory communication has been received here by Donald McLeod through Gov. Laird, from Lindsay Russell, Acting Deputy Minister of the Interior in reference to the petition which was signed so numerously in this district last April against the timber regulations:—"I have the honor to inform you that the order of the winding of the said petition is calculated to mislead. Our agent grants permits to actual settlers to cut wood for their own use free of duty or tax of any kind. He charges them a small office fee of fifty cents for the execution of the paper. The tariff of fees of which they complain is that charged to those who cut for "speculation or export" as they themselves express it, that is, those who cut timber to sell to others. Therefore, the existing mode of procedure is substantially what they petition the Minister to order the agent to follow."

THE tug William Robinson that has been running on Lake Winnipeg for some years past, was wrecked in the October storm. No lives lost.

DURING the October storm on Lake Michigan, the steamer Alpena was lost with all on board, over 75 persons.

THE BULLETIN

Will be published at Edmonton every Monday morning, from the 1st of December until the 1st of May. Subscription for the season \$2.00. Season advertisements, \$5.00 per inch. Transient advertisements, 10 per line each insertion. Business cards, not over four lines \$2.50. Mr. F. Wilson, at the H.B.C. store, Edmonton, and Mr. P. H. Belcher, at Fort Saskatchewan, will take subscriptions and advertisements.

TAYLOR & OLIVER, Proprietors.

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JUSTICE.

Last mail brought summonses for three residents of Edmonton to attend court at Battleford on the 15th of December, to defend suits brought against them by parties residing there. As it is now the dead of winter, Battleford is 300 miles off, and there is no possibility of their reaching the court in time, judgment must go against them by default. Of course, if these parties owe money which they are unwilling to pay, it is only right that they should be forced to do so, but at the same time it is surely not according to law or justice to condemn any man without giving him a chance to defend himself. Even had the summons been served in time, the injustice of making a man travel 300 miles over the plains in winter, at the peril of his life and at his own expense to answer complaints that may be brought against him must be apparent to any one. Surely the summer is not so very short that cases which require long journeys from either plaintiff or defendant could not be tried while it lasts. But in at least two of these cases, we entirely question the right of their being tried at Battleford. The debts were contracted while both plaintiffs and defendants were residing here, regular sittings of the court are (or are supposed to be) held here, and as the defendants and all the witnesses live here still, we humbly submit that it is strictly in accord with both law and justice that the cases should be tried here—that is if there is to be a sitting of the court at Edmonton this winter. Since the appointment of the stipendiary magistrate, four years ago, court has only been held three times, and criminals charged with all classes of crimes, from stealing a ride on a horse to murder have lain in jail at Fort Saskatchewan for periods of from six months to a year awaiting trial, in a number of cases innocent of crimes charged against them, and in others the penalty of the crime did not amount to as much imprisonment as they had already undergone, while others again died in jail before

their trials came on. This state of affairs does not seem to be improving. If a mere lack of inclination prevents Col. Richardson from visiting this place more frequently in the discharge of his duties it is high time that another man had his place; but if it is impossible for him (and it certainly may be) to come—common justice demands the appointment of a magistrate specially to this part of the country.

THE C. P. R.

According to Sanford Fleming's report, the following portions of the C. P. R. are under contract or completed:—Fort William, on Lake Superior, to Selkirk, 406 miles, about 200 of which is finished. Pembina Branch, 85 miles, completed. Selkirk west, 200 miles, about 60 completed. British Columbia, 127 miles, contract lately let. In all 818 miles, of which the cars are running on about 350. The distance from Fort William to Port Moody on the Pacific Coast is 1,956 miles, and the total distance from Montreal to the Pacific is 2,925 miles—637 miles shorter than the railroad distance from New York to San Francisco. The highest point on the line will be in the Jasper House Pass, 3,846 feet above the sea, while the Union Pacific is 8,242 at its highest point. The estimated cost is as follows:—Fort William to Selkirk, \$17,000,000; from Selkirk to Jasper House, \$13,600,000; Jasper House to the sea, \$30,000,000, or as much as the part from Lake Superior to Jasper House.

Seeing that the Government has been able to raise funds to place under contract and partially complete 818 miles of the road, and from Selkirk to Jasper House is the only part of the main line that runs through a country worth three cents a township, and that if the contract which has been let in British Columbia was annulled and the money used on this side of the mountains it would finish the road to the crossing of the Saskatchewan, near the ending of the prairie, is it right, reasonable, or expedient to hand over to speculators half of the great fertile belt in return for getting a railroad through it? It may be said, of what use is the land to the Government without a railroad? but, on the other hand, if after it is built, the Government owns neither the road nor the land, it would need a very sharp eye and astute judgment to discover a profit in the transaction.

If the credit of Canada is good enough to raise \$17,000,000 to build the road from Lake Superior to Red River, through a country the whole of which is not worth a yellow dog, or to raise \$13,000,000 to build 127 miles in British Columbia, beginning at nothing and ending nowhere, surely it is good enough to raise the \$13,000,000 necessary to build the road through 1,000 miles of fertile country. After the road is built, let the Government sell the land, not